

# **Metro Gold Line Research Guide**

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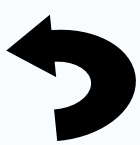


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# NEWSPAPER AND MAGAZINE ARTICLES

*Los Angeles to Pasadena Metro Blue Line Construction Authority Project.* (n.d.).

City of South Pasadena Departments. (2001, March 3). **Transportation: Pasadena Metro Blue Line Construction Authority Line Rail Transit Line.**

**Rush to Gold: New Light Rail Line to Pasadena Near Completion.** (2002). *Metro Quarterly.*

**They're All Pumped Up: Metro Gold Line Testing As Good As it Gets for Builder and Operator.** (2002). *Metro Quarterly.*

**Back to the Future: Opening of LA-Pasadena Metro Gold Line Caps Years of Building Excitement.** (2003). *Metro Quarterly.*

**Interacting: Safety and Security Precautions Extend to Streets and Stations.** (2003). *Metro Quarterly.*

**Interacting: 100,000 Kids and Adults Learn ABC's of Living with Trains.** (2003). *Metro Quarterly.*

**Special Edition.** (2003). *Metro News.*

Glazier, Bill (2003 Summer). **Gold Line Each Station A Unique Design.** *The Quarterly.*

Collier, Cean (2003 Fall). **Big Metro Gold Line Turnout Makes Launch Big Success.** *Metro Quarterly.*

**New History is Made at Historic Depot.** (2003). *Metro Quarterly.*

**Gold Line Opening Moments.** (2003). *Metro Quarterly.*

**Evolving Transportation System is More Recognizable and Useful.** (2003). *Metro Quarterly.*

**Struck Gold.** (2003). *Metro Quarterly.*

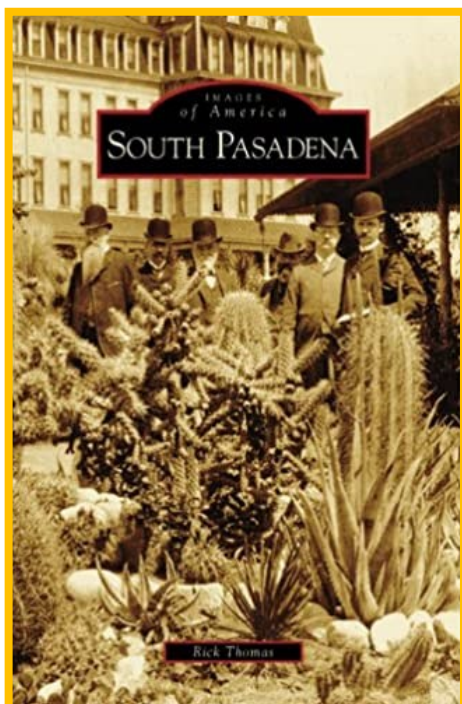
**New Rail Chief Gerald Francis Taking Care of Business.** (2003). *Metro Quarterly.*

**Virtual Reality Mobile Theater Makes Learning Thrilling and Fun.** (2003). *Metro Quarterly.*

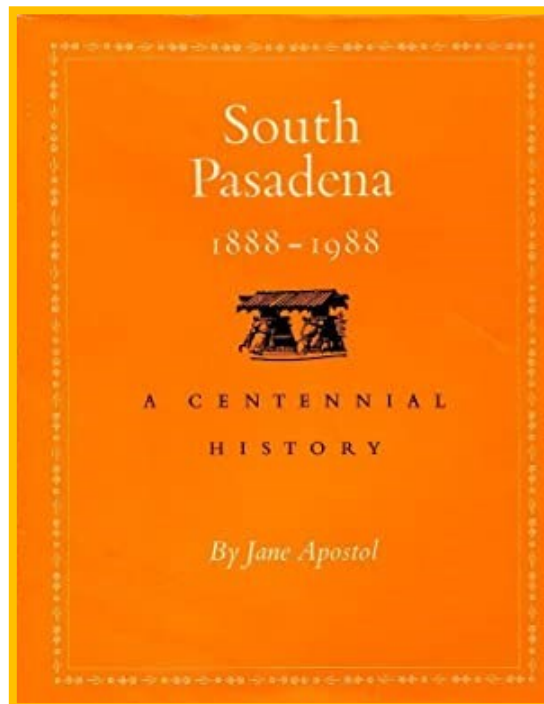
**Safety Efforts Ratcheted Up on LA-Pasadena Metro Gold Line.** (2003). *Metro Quarterly.*



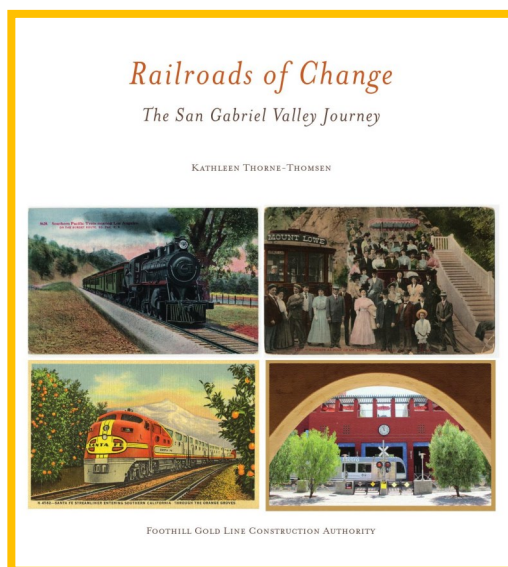
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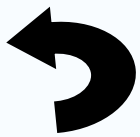
**South Pasadena**  
by Rick Thomas



**South Pasadena: A Centennial History: 1888-1988, second edition**  
by Jane Apostol



**Railroads of Change: The San Gabriel Valley Journey**  
by Kathleen Thorne-Thomsen



# **WEBSITE LINKS**

## **Foothill Gold Line**

Metro Gold Line Foothill Extension Construction Authority. (2021). *Foothill Gold Line*. <https://foothillgoldline.org/>

## **Metro L Line (Gold)**

Metro. (2019). *Metro L Line (Gold)*. <https://www.metro.net/riding/guide/L-line/>



*Contract Signing for Gold Line in South Pasadena*



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# LOCAL HISTORY IMAGES

## **SOUTH PASADENA PUBLIC LIBRARY FLICKR**

The South Pasadena Public Library Flickr account hosts over 2,000 images related to local history. Please see the **PHOTO USAGE** section below for information on how to use these images in your project.

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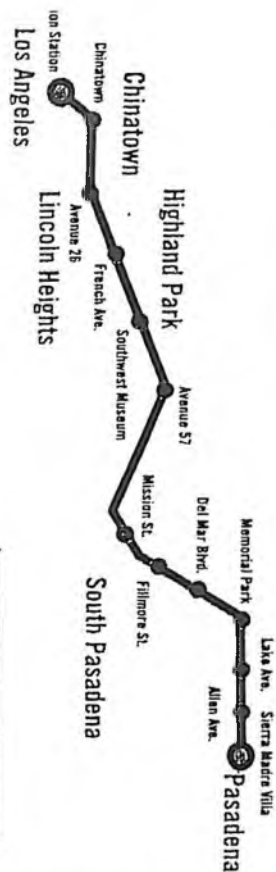
## **CONTACT INFORMATION**

**E-mail:** [localhistory@southpasadenaca.gov](mailto:localhistory@southpasadenaca.gov)

**Phone:** (626) 403-7359







Phase I System Map

Phase 1 13.7 Miles



Follow these icons reflecting the history of the region throughout the alignment. Artist Beth Thiele is one of 13 artists contributing to the Project's Public Art Program.

PROJECT HOTLINE: 1-866-GO LA PAS  
WWW.LA-PASBLUELINE.ORG

Neighborhood information centers have been set up along the alignment to keep communities informed. Each location will have staff members available to explain the project and upcoming activities. Please contact the Community Information Center (CIC) for special events and office hours.

CHINATOWN  
901 NORTH MAIN STREET  
LOS ANGELES / 1-800-645-5525

NORTHEAST LOS ANGELES  
3571 PASADENA AVENUE  
LOS ANGELES / 323-224-2530

SOUTH PASADENA  
625 FAIR OAKS AVENUE, SUITE 200  
SOUTH PASADENA / 626-403-5317

PASADENA  
RAYMOND AVENUE  
(BETWEEN GREEN ST. AND DEL MAR BLVD.)  
PASADENA / 626-229-9850

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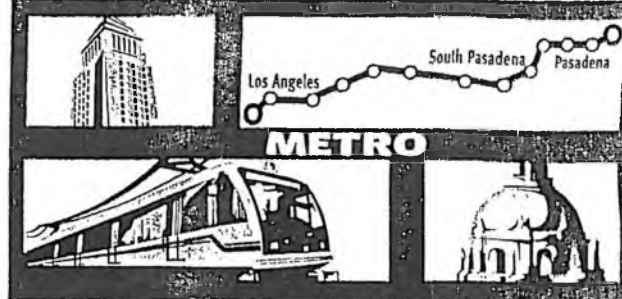
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Construction Authority  
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South Pasadena, California 91030  
Phone: 626-799-0080  
Fax: 626-799-8599  
www.la-pasblueonline.org

## LOS ANGELES TO PASADENA



## CONSTRUCTION AUTHORITY

*Opening July 2000*

Effective January 1, 1999, the California State Legislature created the Los Angeles to Pasadena Metro Blue Line Construction Authority and gave it the necessary powers to complete the design, procurement and construction of a 13.7 mile light rail line from downtown Los Angeles to East Pasadena. The Authority's sole purpose is to build the line and turn over operation to the Los Angeles County Metropolitan Transportation Authority (MTA). The completed project will be fully integrated and connected to the existing Metro Rail system. The Authority is governed by five voting members and one non-voting member. One member is appointed by each of the city councils of Los Angeles, South Pasadena and Pasadena. One member is appointed by the San Gabriel Council of Governments and one member by the MTA. The non-voting member is appointed by the Governor.

Light rail was selected for this corridor by the MTA through years of environmental and transportation studies. Light rail is environmentally clean, safe and has the capacity to carry a high volume of passengers quickly to their destinations. Transit dependency within the Los Angeles to Pasadena corridor is nearly double that of Los Angeles County making light rail an especially attractive option. The Blue Line will provide an effective alternative to the gridlocked 110 and 210 Freeways. The light rail vehicle selected for the project is the new Siemens P-2000. These modern trains offer a new level of amenities; bright friendly interior, large windows, and easy access into the vehicle.



*Where will the train go?*



The project runs almost entirely along an abandoned rail right-of-way from Los Angeles to East Pasadena, extending 13.7 miles from Union Station and Downtown Los Angeles. The line will serve the Chinatown, Lincoln Heights and Highland Park communities in Los Angeles, and South Pasadena, Old Pasadena, and East Pasadena. There are six stations in Los Angeles, one station in South Pasadena, and six in Pasadena. More than half of the line will run on exclusive track completely separated from vehicles and pedestrians.



**Los Angeles - Southwest Museum Station**

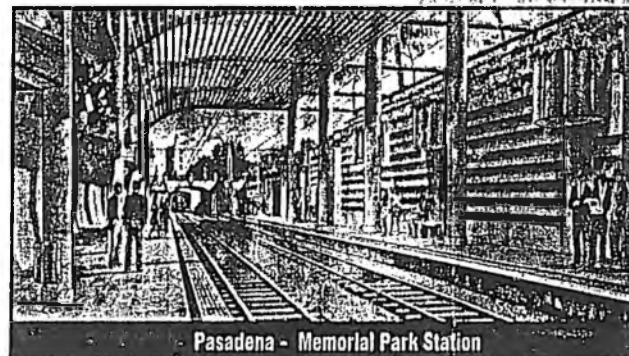


Explore the history of Los Angeles  
Olvera Street  
Chinatown  
Southwest Museum  
Heritage Square  
Union Station



**South Pasadena - Mission Street Station**

Unique shops, galleries and places to eat  
Mission West District  
Meridian Iron Works Museum



**Pasadena - Memorial Park Station**

First class shopping, dining, arts and entertainment

Old Pasadena  
South Lake Avenue  
Pasadena Civic Center  
Norton Simon Museum  
Armory Center for the Arts

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The train will be in service by July of 2003.

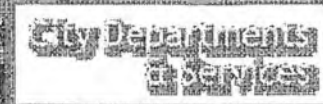
- It will take only about 33 minutes to travel the line end-to-end.
- Test trains will start running by the end of 2002.
- The system is designed to operate up to three car trains holding up to 450 passengers per train (sitting and standing).
- Projected hours of operation are 6 AM to 1 AM.
- Tickets can be purchased at all of the stations. Proof of payment will be checked by transit personnel randomly. The cost will be the same as the regular MTA service in 2003.
- Trains will be patrolled during hours of operation by law enforcement and monitored by transit security with closed-circuit video cameras at the stations.
- During rush hours trains will run every eight to ten minutes. During off-peak hours, trains will run every fifteen to twenty minutes.
- Anticipated ridership on opening day - 30,000

## Phase II

Phase II of the project will extend the current line an additional 24.4 miles to the Los Angeles County line cities along the route, including Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona and Claremont, are helping to identify project improvements, economic development opportunities at station locations. The project's 1994 Environmental Impact Report is currently being updated to meet federal guidelines.

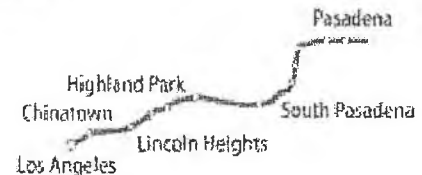
Funding for Phase II has not yet been identified. The San Gabriel Valley Council of Governments is taking the lead in identifying potential sources of funds to construct the project. If funds are secured, construction could start as early as 2004 with service to the public beginning in 2008.




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## Transportation

### Pasadena Metro Blue Line Construction Authority Light Rail Transit Line



Concept	The Pasadena Light Rail Transit Line is a link in the overall Los Angeles County rail transit system which was approved by the voters in 1980 as part of Proposition A. Proposition A provided a half-cent sales tax increase for public transit in Los Angeles County.
Funding	The entire Los Angeles-Pasadena rail line will be constructed and operated with funds voted through Proposition A, C and 108. State and local finds will finance 50% each. No Federal funds will be used in construction of the project.
Route and Stations	<ul style="list-style-type: none"> <li>Northward from Union Station, with a 1,500 car parking facility, next stop at Chinatown, then over the Los Angeles River to the Avenue 26 Station in Lincoln Heights, then on to French Avenue, Southwest Museum and Avenue 57 Stations in Highland Park. The route then goes over the Pasadena (110) Freeway to the Mission Station in South Pasadena.</li> <li>Northward along the Santa Fe Railway right-of-way between Raymond Avenue and Arroyo Parkway with stops at Fillmore Street with 165 parking spaces, Del Mar Boulevard and Memorial Park.</li> <li>A Transportation Center and an 800 car park-and-ride facility will be located at Del Mar Boulevard.</li> <li>Eastware in the median of the 210 Freeway with stops at Lake Avenue and Allen Avenue.</li> <li>Terminus at Sierra Madre Villa Avenue in East Pasadena. There will be a 1,000 car park-and-ride facility at this location</li> </ul>
Future Route	<ul style="list-style-type: none"> <li>There is an approved Environmental Impact Report for the expanded route to Claremont.</li> </ul>



Technology	Light Rail Transit. Electric current from overhead wire. Standard gauge tracks. Separate right-of-way. Boarded from platforms that are open sided and are 270 feet long, 3 1/2 feet high and 10 to 14 feet wide, covered by canopies that are 9 feet above the platform.
Length of Light Rail Line	<ul style="list-style-type: none"> <li>Union Station to East Pasadena: 13.6 miles</li> </ul>
Passengers:	38,000 per day first year 68,000 per day Year 2015
Each Train	Up to 3 90-foot long cars, serving up to 215 passengers sitting and standing; 3-car train capacity is 645 passengers
Frequency of Trains	8 to 10 minutes in each direction during rush hours; 15 minutes other times
Hours of Operation	4:30 am to 1: 00 am
Fare System	Open boarding; tickets purchased prior to boarding from vending machines, random checks of tickets by transit personnel
Fare	Equivalent to MTA bus fare for same route and time
Catenary Height (Overhead Wire)	14' to 18' above track rail
Completion	Scheduled for completion in Year 2002

# RushtoGold

## NEW LIGHT RAIL LINE TO PASADENA NEAR COMPLETION

**T**he grand opening is in sight for Metro Rail's latest feature attraction: the 13.7 mile Los Angeles to Pasadena Metro Gold Line.

By mid-2003, Metro Rail trains, currently being tested by MTA and the Los Angeles to Pasadena Metro Construction Authority, which is constructing the line, will carry an estimated 26,000 to 32,000 daily boarding passengers.

The line will travel between Union Station in downtown Los Angeles through Chinatown, Lincoln Heights, Mount Washington, Highland Park, South Pasadena, Pasadena and East Pasadena. It is expected to ease traffic congestion on the heavily traveled Pasadena (SR-110) and Foothill (I-210) freeways.

The connection at Union Station will provide a direct link to the 17.4-mile Metro Red Line subway, 22-mile light rail Metro Blue Line, 20-mile Metro Green Line, the 416-mile Metrolink commuter rail system and Amtrak. Metro Rail will grow to 73 miles when the Metro Gold Line opens.

"Thanks to good planning and design by the LA to Pasadena Metro Construction

Authority and the support of the San Gabriel Valley community, the Metro Gold Line is being built on time and within budget," says MTA Board member John Fasana, a Duarte City Council member. "The line will prove to be an efficient mobility option for all Los Angeles County

and extends just north of Chinatown. In June 2000, Metro Gold Line ground-breaking began with the construction of the guideway.

Two- and three-car light rail trains will be able to carry as many as 215

**"The line will prove to be an efficient mobility option for all Los Angeles County residents who want to significantly improve the quality of their lives and improve air quality by removing thousands of cars from our streets and highways."**

- John Fasana, MTA Board Member  
Duarte City Councilman

residents who want to significantly improve the quality of their lives and improve air quality by removing thousands of cars from our streets and highways."

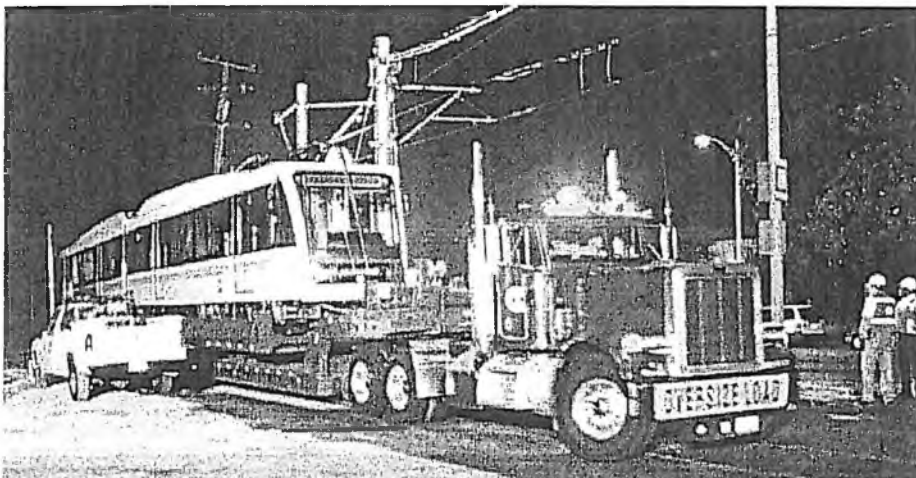
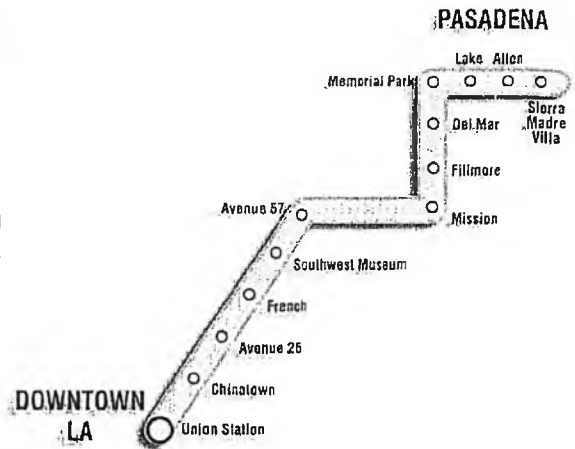
A half-mile portion of the project will include the nearly complete aerial guideway that reaches a height of 35 feet

passengers per car and will make stops at 13 stations. It will take a little more than half an hour to travel from Pasadena to downtown Los Angeles.

"It's really, really going to open," beamed Los Angeles to Pasadena Metro Construction Authority Board member Vivien Bonzo. "There is absolutely no doubt on my part or the people of communities served by the line that the popularity of the Metro Gold Line will equal that of the Metro Blue Line, one of the most successful light rail lines in the country.

"The Metro Gold Line will provide an extraordinary opportunity for thousands of drivers in Los Angeles County tired of traffic and paying high prices at the gas pump, as well as those who rely on public transit, to reach their destinations, including jobs, medical appointments, schools and leisure outings, in comfort, stress-free and in much less time," Bonzo added.

Construction will begin in the spring of 2003 on a six-mile extension of the Metro Gold Line between Union Station and East Los Angeles.



The first of six Metro Gold Line test cars is delivered alongside tracks in South Pasadena on a big-rig truck with an oversized trailer. Each car weighs 49

**BACK  
TO LIST**



# They're All Pumped Up

## METRO GOLD LINE TESTING AS GOOD AS IT GETS FOR BUILDER AND OPERATOR

**T**he key officials in charge of building and operating the Los Angeles to Pasadena Metro Gold Line live for the moment when the first test trains power up on the new track.

"What's exciting for me is to see the design on the table become a reality," says MTA Rail Operations General Manager Gerald Francis, who was involved in rail start-ups in Dallas and St. Louis before joining MTA last February. "What I really look forward to is seeing the excitement on the faces of our customers as they board the Metro Gold Line train for the first time."

Before the Metro Gold Line opens to the public in mid-2003, "Each and every element is tested to make sure they're functioning properly and that the line is safe," says Richard Thorpe, CEO of the Los Angeles to Pasadena Metro Construction

Authority, which is building the Metro Gold Line.

"This is the best part. It's all coming together," added Thorpe, who directed the start-up of the light rail line in Salt Lake City that opened before the last Olympic games.

Both transit organizations are working closely together during two testing phases: integrated and pre-revenue. In the first phase, which began in August, trains, traction power, substations, clearances and signaling are being tested. During the second phase, expected to begin in February, train operators will be trained to become familiar with the full alignment and operator schedules.

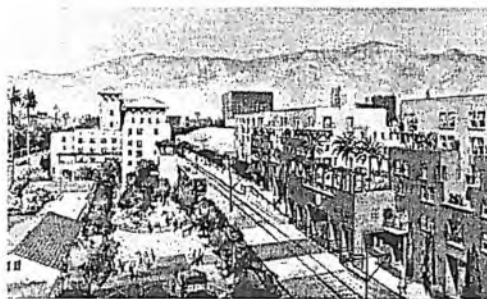
"I think it's an excellent working relationship," says Francis. "We've been able to exchange ideas and balance things out. It's been a solid effort."



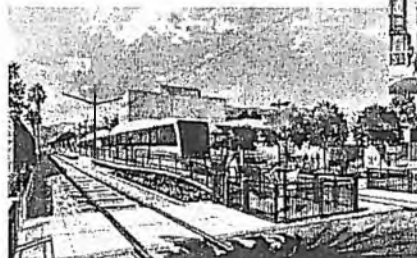
*With blueprint in hand, Gerald Francis, MTA Rail Operations general manager, Richard Thorpe, CEO of the Los Angeles to Pasadena Metro Construction Authority (middle), and Melvin Clark, MTA director of Rail Activation, inspect 1/2-mile aerial guideway near Union Station.*



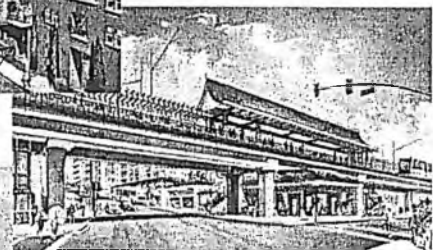
*Trips to and from downtown Los Angeles will include 1/2-mile aerial guideway segment between Union Station and Chinatown.*



*Del Mar Station*



*Fillmore Station*



*Chinatown Station*

*Artist's renderings of three of the 13 Metro Gold Line stations.*



# Back To The Future

## OPENING OF LA – PASADENA METRO GOLD LINE CAPS YEARS OF BUILDING EXCITEMENT



*A northbound Metro Gold Line picks up speed as it moves toward its next stop at Lincoln Heights/Cypress Park Station after leaving Chinatown in downtown Los Angeles.*

**W**ithin a few weeks, MTA will begin operating the 13.7-mile Los Angeles-Pasadena Metro Gold Line, a comeback for electric rail in the San Gabriel Valley, serviced by the Red Car trolley until 1951.

The first new light rail system to open in LA County since the Metro Green Line in 1995 will link Union Station in downtown Los Angeles and Sierra Madre Villa in East Pasadena via Chinatown, Highland Park, South Pasadena and Pasadena to the entire Metro Rail system that crisscrosses LA County.

The expansion of Metro Rail to 73.1 miles will provide area residents with easy and convenient access to major job centers, government, schools, hospitals, shopping, sports, entertainment and cultural venues throughout LA County.

During its first year, the line featuring 13 stations, is expected to carry between 26,000 and 32,000 daily passengers.

"Each time MTA expands Metro Bus and Metro Rail, more people take advantage of a very real alternative to driving, a choice that will result in a more manageable and enjoyable life," says MTA CEO Roger Snoble.

It also is estimated that the new line will lead to 2.6 million fewer annual automobile trips taken and 35.6 million fewer annual automobile miles driven on the area's streets and highways, resulting in the removal of 173,000 pounds of air polluting matter from the environment.

The Metro Gold Line will use 26 state-of-the-art rail cars, each costing \$3.75 million and capable of carrying 144 passengers, 76 seated.

The Metro Gold Line was constructed by the Los Angeles to Pasadena Metro Construction Authority.

Many Metro Bus improvements also have been made in the San Gabriel Valley to better serve the Metro Gold Line, providing direct bus service to various stations along the alignment.

"The Metro Gold Line is a valuable new member of the Metro Rail family and will work hand-in-hand with the Metro Bus system in meeting the growing mobility needs of our communities," says Snoble.

Metro Rail, comprised of the light rail Metro Blue, Green and Gold lines, and the heavy rail Metro Red Line subway, services wide portions of LA County.



*Children from Loreto and Hillside elementary schools in Highland Park enjoyed their time aboard light rail car in April.*



# Interacting

## SAFETY AND SECURITY PRECAUTIONS EXTEND TO STREETS AND STATIONS

**M**TA's Safety Education Program is only one element in a wide range of steps taken to prevent avoidable accidents along Metro Rail and

to create a safe and secure environment for passengers at stations.

Instrumental in achieving this goal has been MTA's Rail Operations Safety (ROS) team, which is making sure numerous rail crossing gates along the LA – Pasadena Metro Gold Line are working properly. Involved in this project from the outset, ROS also has paid close attention to signage and road striping at intersections.



(L-R) Sheriff's Deputy Marlon Quesada, MTA Security Sgt. Yi Pu and Sheriff's Fare Inspector Vanessa Mack are among the many vigilant security personnel, including Deputy Dav Veylupek (on motorcycle) who will patrol the Metro Gold Line.

At key intersections along the line, four-quadrant gates completely seal intersections when trains are nearing. Additionally, 23 grade crossings are equipped with pedestrian gates.

Fiber optic signs installed on traffic signal cantilevers give

drivers advance warning of approaching trains. Used currently on the Metro Blue Line, the signs have dramatically reduced incidents of illegal left-hand turns.

Another major reassuring measure is the strong presence of the Los Angeles County Sheriff's Department (LASD), which watches over the entire Metro System. With the assignment of special LASD fare inspectors, deputies will have more time to extend coverage and visibility.

"MTA will have more station security coverage than it has ever had before with the introduction of these fare inspectors," says Paul Lennon, chief of security and law enforcement at MTA.

In addition to constant patrols, other safety enhancers include well-lit parking lots, closed-circuit television cameras and emergency call boxes that will connect riders to live operators.

## 100,000 KIDS AND ADULTS LEARN ABC'S OF LIVING WITH TRAINS

**M**TA safety officials are teaching communities along the rail line to Pasadena lifesaving safety tips.

The education program has been delivered to an estimated 100,000 people. These include presentations at community events and before 46,000 students who attend 66 area schools. The newest tool in MTA's state-of-the-art education arsenal is a mobile theater. Metro Experience employs advanced video and 3-D effects to simulate the true

operation of a train. The ride is similar to an amusement park thrill ride with vibrating seats and theater-quality sound.

Children and adults walk away from their lessons with a keener sense of what it takes to safely co-exist with rail lines including the importance of obeying such rail crossing warnings as flashing signals and train whistles.

Other components of MTA's Safety Education Program include a poster campaign in schools and the broadcast of public service announcements.



Students from Nightingale Middle School in Highland Park, donning 3-D glasses, are the first to experience a simulated train ride inside Metro Experience, MTA's mobile safety theater. The do's and don'ts of interacting with trains are taught through 3-D effects.

# Metro News

## Festive Metro Gold Line Grand Opening, July 26-27, Will Feature Free Rides

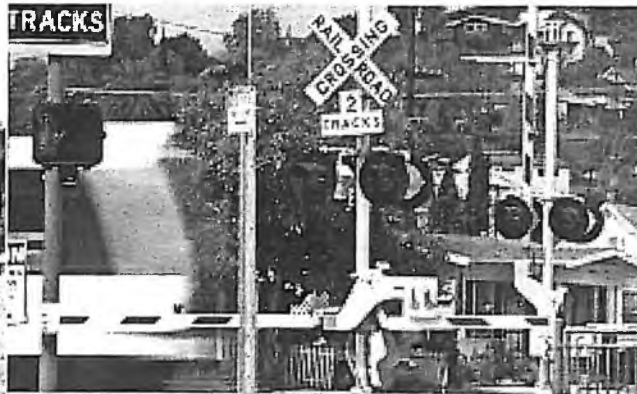
### Other stories:

- New fare rules may make transfers
- Stations designed to discourage crime
- New fare rules may make transfers
- Passenger tips can prevent accidents
- MTA will monitor fare, credit, walkers
- Public information tips for use





Shortly after departing the Chinatown Metro Rail Station, a northbound Metro Gold Line train is just minutes away from its next stop, the Metro Rail Lincoln Heights/Cypress Park Station.



Four-quadrant gates, which have prevented car versus train accidents on the Metro Blue Line, have been installed at key Metro Gold Line intersections.

## Metro Gold Line Opening Will Be A Festive Affair

There will be free rides opening weekend on the Los Angeles-Pasadena Metro Gold Line, July 26-27.

The 13.7-mile light rail line will operate between downtown Los Angeles and East Pasadena and stop in the communities of Chinatown, Lincoln Heights, Mount Washington, Highland Park, South Pasadena and Pasadena.

Special events, including entertainment and a variety of cuisine, will be featured at many of the 13 stations.

At Union Station, passengers can connect to Metro Buses and the rest of the Metro Rail system as well as transit services offered by numerous carriers.

New two-car trains will stop at stations every 10 minutes during peak hours and 12 to 20 minutes at other times. An end-to-end one-way trip will take approximately 36 minutes.

## Newest Technology Protects Pedestrians and Motorists

The latest safety technology has been installed on streets paralleling the Metro Gold Line.

Four-quadrant gates can completely seal off intersections and shield approaching trains from wayward motorists; however, embedded pavement loops will lift the opposite gate giving vehicles an escape route if caught on the tracks.

Additionally, 23 of the 30 at-grade crossings on the Metro Gold Line are equipped with pedestrian and swing gates, which bolster safety by closing the crossing to foot traffic.

Fiber-optic signs installed on traffic signals give drivers advance warning of approaching trains. These signs have helped reduce accidents by 50% on the Metro Blue Line.

## Concerns About Metro Gold Line Can Be Reported By Phone

The public can call 213.620.RAIL for non-emergencies, questions and concerns about the operation of Metro Gold Line trains.

The Los Angeles County Sheriff's Department can be contacted directly at 323.563.5000 for emergencies related to immediate public safety.

## Common Sense Can Save Lives

Passenger safety is MTA's number one priority. By obeying the following do's and don'ts at Metro Rail stations, potentially serious injuries can be prevented:

### While waiting for the train...

- Don't run, skate or ride your bike on the platform, stairs, escalators or near trains.
- Watch and listen and always stand away from the platform's edge.
- Hold on to your child.

### When the train arrives...

- Wait until it comes to a complete stop.
- Never run after or next to it.
- Let passengers leave before you board.
- Watch the gap between the platform and train.

### When riding...

- Do not lean against doors; keep hands clear when the door is opening or closing.



Students from Nightingale Middle School in Highland Park wear 3-D glasses during simulated train ride inside Metro Experience, MTA's mobile safety theater.

## Interactive Thrill Ride, DVDs, Teaching Safety

MTA has taken important steps to ensure that the Metro Gold Line and people can co-exist safely.

Pro-active education presentations have been made to nearly 100,000 people of all ages, including children who attend 71 surrounding schools.

The newest tool in MTA's rail education arsenal is Metro Experience, a mobile safety theater that functions like an amusement park ride by employing advanced video and 3-D effects, vibrating seats and other special effects.

Interactive DVD presentations also have been invaluable in helping kids and adults recognize approaching train-warning devices and understand how they function.



Many popular attractions including Old Pasadena, Southwest Museum and Olvera Street are located close to Metro Gold Line stations.

## Metro Gold Line Is Ticket To Getaway Opportunities

Many popular rest-and-relaxation and cultural sites are within easy reach by taking the Metro Gold Line.

Destinations include Chinatown, the Southwest and Norton Simon museums, the California Institute of Technology, Pasadena City College, Old Pasadena, Ritz-Carlton Huntington Hotel and many others.

Olvera Street, Watts Towers, Staples Center, Queen Mary, Hollywood, Universal City and the North Hollywood Arts District are among many other attractions that can be accessed via Metro Rail.

## Rail Stations No Sanctuary For Criminal Activity

Metro Gold Line parking lots and stations will be well-lit and afford no hiding places for misdeeds.

Stations will be equipped with cameras and emergency intercoms directly linked to closed-circuit television observers who, with a push of a button, can alert emergency personnel including law enforcement and the fire department.

In addition, the Los Angeles County Sheriff's Department will patrol the line and the entire Metro Rail system.





Artist's rendition of future Soto Metro Rail Station at 1st and Soto streets. The underground station, located in the heart of Boyle Heights, will be within walking distance of the Cesar E. Chavez Avenue commercial district.



While Metro Art tour participants gaze at artwork, docent Filleen White, microphone in hand, provides inside scoop on Union Station. Reservations are not required for the free twice-a-month tours.

## Eastside Metro Rail Project Construction Pending

Major construction contracts for the Eastside Metro Rail project are expected to be awarded this fall with actual construction of eight stations and a 1.8-mile tunnel segment under Boyle Heights expected to start later this year.

The schedule depends on first receiving federal funding approval. State funding is in place.

When the six-mile extension of the Metro Gold Line to the Eastside opens in 2009 it will run between Union Station and Atlantic Boulevard. MTA

## Free Metro Art Tours

Reservations are no longer required for free Metro Art tours of Metro Rail stations.

Led by volunteer members of the Metro Art Docent Council, roundtrip tours are offered the first Saturday and first Sunday of every month.

To participate, meet promptly at 10 a.m. on the first Saturday of the month at the street level entrance to the Hollywood/Highland Metro Rail Station; and at 10 a.m. on the first Sunday of the month at the information booth inside the entrance to historic Union Station. Tours last approximately two hours.

Tours for groups of 15 or more are available by special arrangement. For more information, call 213.922.2738 or visit [mta.net](http://mta.net) MTA

## Light Rail Cars Ordered

Additional new rail cars have been ordered for the recently opened Los Angeles-Pasadena Metro Gold Line and the extension of that line to the Eastside in 2009. All 50 new light rail vehicles, which also can be used on the Metro Blue and Green lines, are scheduled to be delivered to MTA by May 2007 and will join 26 cars already assigned to the Metro Gold Line. Two possible contract options would bring the total number of cars to 150. MTA

## South Bay Welcomes New Metro Transit Center

The newly opened 1.2-acre Inglewood Metro Transit Center, part of the new look of Market Street, has made transferring to Metro Bus lines safer, easier and more convenient for more than 60,000 daily passengers.

Located on the east side of La Brea Avenue at Kelso Street, the landscaped center is served directly by six Metro South Bay bus lines including 40/340, 111, 212, 442 and the new Florence Metro Rapid Line 711.

Other improvements include new sidewalks and curbs. The center features a 45-space parking lot.

An information building, security facility and restrooms are expected to open toward the end of the year. MTA



Metro San Fernando Valley Governance Council members consider viewpoints expressed by public at monthly council meetings invaluable insight into what needs to be done to improve service.

## Metro SFV Governance Council Values Public Feedback

Metro San Fernando Valley is now holding monthly governance council meetings where the public can help identify ways to improve bus service.

The council is made up of nine community members who oversee an area that stretches from Agoura Hills to Glendale.

Meetings are held on the first Wednesday of the month in the community room of the Marvin Braude San Fernando Valley Constituent Services Center, 6262 Van Nuys Boulevard, starting at 6:30 pm.

For more information, contact Myrna Aranda at 818.701.2810 or [arandam@mta.net](mailto:arandam@mta.net) MTA



The new Metro Rapid line will stop at the Metro Rail Hollywood/Vine Station, which is across the street from the Pantages Theatre.

## Crenshaw Boulevard Is Getting Rapid This Winter

Fast, frequent, fabulous Metro Rapid service will begin on Crenshaw Boulevard in December.

The 18.8-mile Line 710 will travel through such communities as Los Angeles, Inglewood, Hawthorne, Gardena, unincorporated LA County, Torrance and Redondo Beach. Stops include the Crenshaw and Hollywood/Vine Metro Rail stations.

Metro Rapid features wireless equipment that extends green traffic signals, low floors for faster boardings and infrequent stops. The service is

expected to save passengers between 20 to 25% in travel time versus standard Metro Bus service.

Line 710 will be featured in a new Metro Rapid newspaper and outdoor advertising campaign that promotes the most recent Metro Rapid openings. The slogan of the campaign is "Crenshaw-Rossmore Just Got Rapid" with a tagline of "Fast, Frequent, Fabulous."

In June, Metro Rapid debuted on Florence Avenue and Van Nuys Boulevard, giving LA County a total of six Metro Rapid lines spanning 96.1 miles. MTA





# Metro News

## Nearly 160,000 Discover Metro Gold Line

### Other stories:

- > Federal grant strengthens security
- > Metro Rapid expansion continues
- > Valley governance council meetings begin
- > Metro Buses offer service to beaches
- > Trading cards teach good manners







Newly opened Metro Gold Line draws a crowd at Union Station.

## Metro Gold Line Opening More Than Up To Speed

Nearly 160,000 people celebrated the festive grand opening of the 13.7-mile LA-Pasadena Metro Gold Line by riding for free and enjoying a wide-range of entertainment, community festivals, exhibits, food and refreshments.

Greeting passengers at 13 new stations were over 400 volunteers, LA County Sheriff's Department deputies, who patrol the entire Metro System, and even actors clad in gold mime attire.

"I think the Gold Line train is exactly what the city needed to cut traffic and time spent on the roads," said rider Elizabeth Miles from Pasadena. "People are going to ride this train and hopefully this will let the right people know that we appreciate the train and look forward to the expansion of the light rail system."

In 2009, the six-mile Metro Gold Line Eastside Extension will provide service to East Los Angeles with a connection to the entire Metro Rail system.



Recently inaugurated Metro Rapid service on Florence Avenue includes this stop at the Florence Metro Rail Station.

## New Metro Rapid Lines Open In City And Valley

Signature red Metro Rapid buses, which enjoy signal priority at major intersections, are saving customers up to 25% in travel time versus standard buses on Van Nuys Boulevard and Florence Avenue.

"Our goal is to ensure the safe delivery of people to their destinations in a fast and reliable manner," said MTA Deputy CEO John Catoe. "With the opening of our newest Metro Rapid lines, MTA looks forward to offering the same fast and reliable service to thousands more passengers so they realize that riding public transportation is a better option than driving their cars."

Following the opening of the next Metro Rapid line on Crenshaw Boulevard in December, new lines will open on Soto Street and Vernon Avenue/La Cienega Boulevard next June, giving LA County a total of nine lines.

## Metro Bus Beach Service Is A Shore Thing

With another month of summer left to go, instant relief from still soaring heat can be found on air-conditioned, beach-bound Metro Buses.

Metro Westside/Central customers can get to both Santa Monica Beach via Lines 4 and 20 and Venice Beach with Line 33. Express Line 434 travels to Malibu and Limited Service Line 302 takes passengers to Pacific Palisades and Will Rogers Beach.

Metro Gateway Cities customers can use Line 130 which stops in Redondo Beach, while Metro South Bay area passengers can go directly to Marina del Rey (Line 108), Redondo Beach (Line 439) and San Pedro Beach (Lines 445, 446, 447 and 550).

To ensure safety, surfboards and bare feet are not allowed on buses.

## Security Grant Will Help Fortify Metro System

The U.S. Department of Homeland Security has awarded MTA a \$4.57 million grant to reinforce safety and security measures on the Metro System and to invest in new protection technologies.

"This means a lot to the overall security of the system," said Capt. Dan Finkelstein, also MTA's chief of Transit Police. "It gives us the opportunity to add the newest technology to our existing equipment and work smarter in preventing future problems."

MTA previously received \$50,000 from Homeland Security and has requested an additional \$11.4 million in security funding from Congress.



Fourteen colorful and collectible trading cards designed by the artists Meat Collective promote proper Metro manners.

## Trading Cards Teach Kids Proper Transit Etiquette

Mind your manners! MTA has begun distributing sets of trading cards which teach youth who have participated in MTA's safety outreach programs and tours good etiquette on Metro Bus and Metro Rail.

A variety of games, including matching up the cards like dominoes and separating the good behaviors from the bad, can be played with the vibrant and colorful cards featuring original characters such as "Loud Cellphone Guy," "The Blab Sisters," "Booming Beats Boy" and "Little Miss Feet on the Seat."

The cards come in colorful foil-wrapped packs of five cards each and there are 14 different cards to collect.

Metro Art, the MTA's public art program, commissioned Meat Collective, a local group of artists, to create the cards.



The Gateway Cities Governance Council is comprised of seated (left to right): Cyndie Soto (transit consumer, Long Beach); Jo Ann Eros-DeIgado (transit consumer, Whittier); Council Vice-Chair Jacqueline Ryerson (transit consumer, Lakewood); and standing (left to right): Council Chair Samuel Pena (Maywood mayor pro tem); Larry Nelson (Artesia Councilmember); Wally Shuler (transit consumer, Walnut Park); and Bonnie Lowenthal (Long Beach City Councilmember).

## Public Invited To Engage Gateway Cities Governance Council Members

The Gateway Cities Governance Council, established recently to oversee bus improvements that reflect the expressed needs of Metro System riders, is now holding ongoing public meetings.

The council works closely with MTA's Metro Gateway Cities service sector in evaluating and planning service.

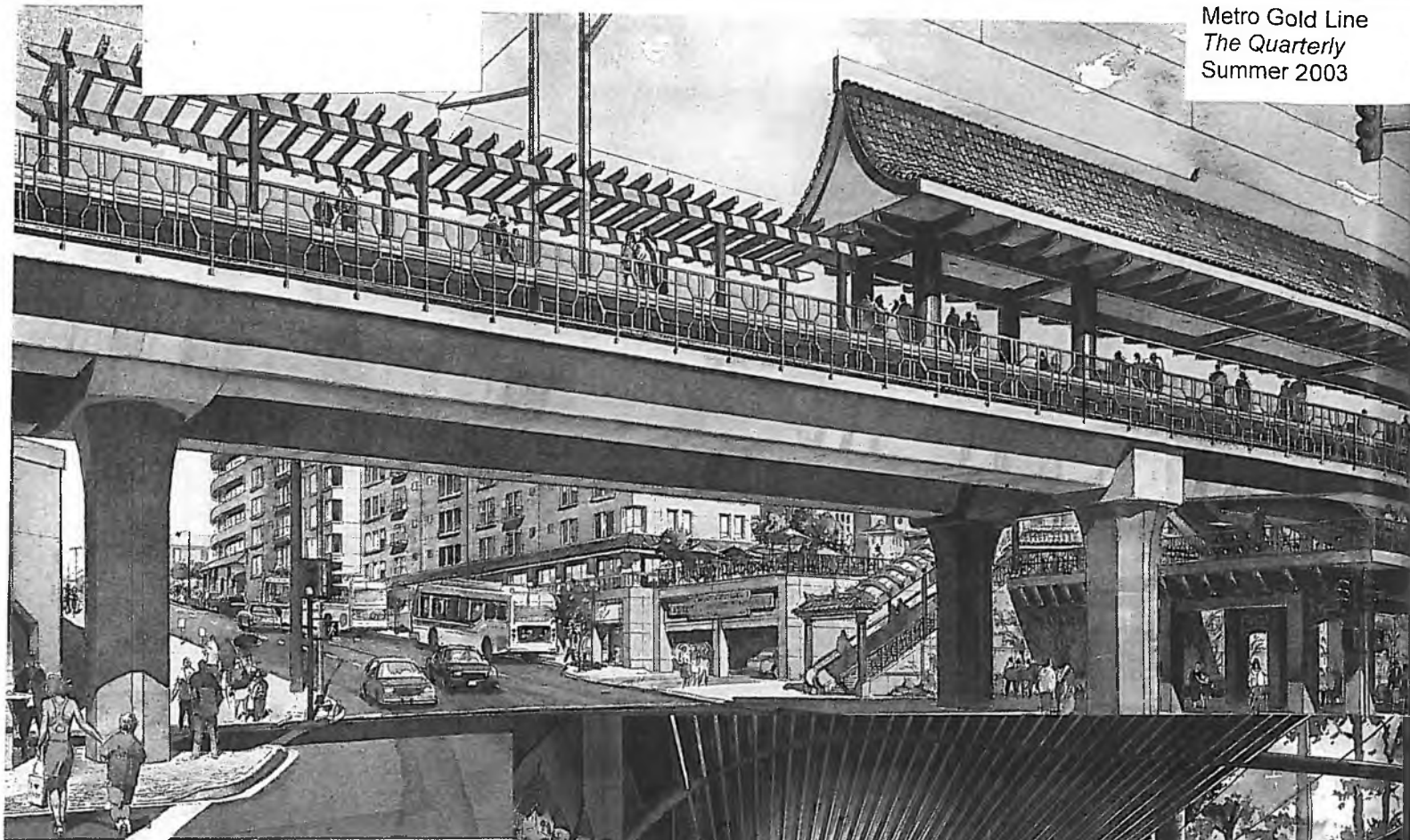
The state's budget deficit and the impact on local transportation projects, MTA's Safety's First program, route assessment and planning

processes have been among the issues discussed at recent meetings which are held at 2 pm on the second Thursday, at Progress Park, 1350 Downey Ave., Paramount.

For more information, call 562.638.0241, fax 562.638.0211, or email [gateway@mta.net](mailto:gateway@mta.net).







# GOLD LINE

Each  
Station a  
Unique  
Design

By BILL GLAZIER

Five years ago, the idea of passenger train service in the San Gabriel Valley seemed remote, if not gone forever.

(CONTINUED ON NEXT PAGE)



## MEMORIAL PARK STATION

THE LANDMARK MEMORIAL PARK STATION IS LOCATED ON THE NORTHERN EDGE OF HISTORIC OLD PASADENA, ADJACENT TO MEMORIAL PARK, THE PASADENA SENIOR CENTER AND A SHORT WALK TO CITY HALL AND PASADENA'S CENTRAL LIBRARY. THE STATION IS SITUATED BENEATH THE EXISTING HOLLY STREET VILLAGE APARTMENTS THAT WERE CONSTRUCTED IN 1994 IN ANTICIPATION OF A LIGHT RAIL STATION AT THE SITE.



## AVENUE 26 STATION

AFTER TRAVELING NORTH OVER THE LOS ANGELES RIVER, PASSENGERS WILL ARRIVE AT THE AVENUE 26 STATION THAT PRIMARILY SERVES THE LINCOLN HEIGHTS COMMUNITY. IN ADDITION, LOADING AREAS ON BOTH SIDES OF THE STREET WILL ALLOW BUS PASSENGERS TO CONVENIENTLY TRANSFER BETWEEN THE TRAIN AND BUS. THE PUBLIC ART COMPONENT OF THIS STATION EXPLORES THE HISTORY AND CULTURAL INFLUENCES OF THE LOS ANGELES RIVER BASIN.

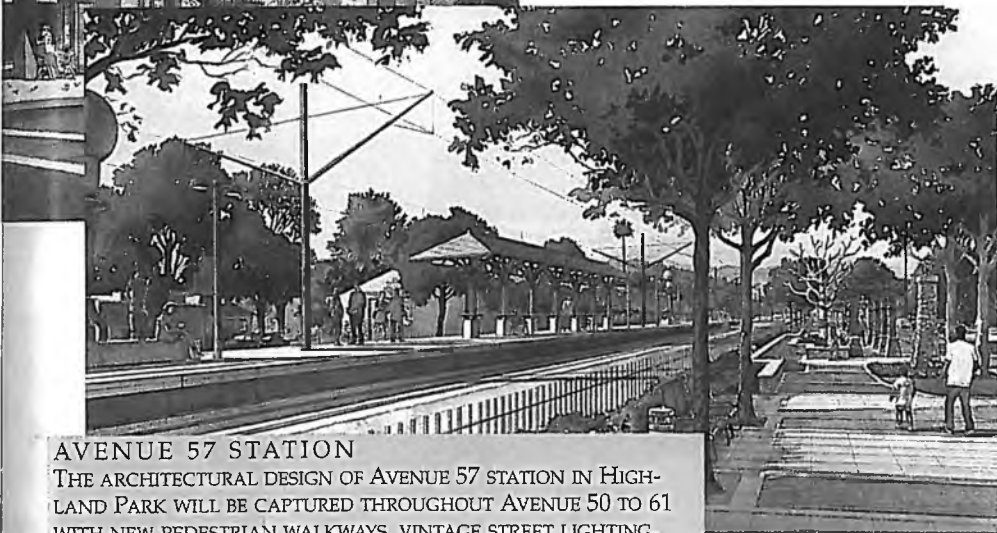
### CHINATOWN STATION

IT IS THE ONLY ELEVATED STATION ALONG THE METRO GOLD LINE. THE CENTER PLATFORM STATION INCLUDES BOTH TRADITIONAL CHINESE AND INTERNATIONAL DESIGN MOTIFS THAT REFLECT THE DIVERSE HISTORY OF THE NEIGHBORHOOD. THE METRO GOLD LINE WILL IMPROVE ACCESS TO CHINATOWN SHOPPING, DINING AND PLACES OF EMPLOYMENT AND PROVIDES AN ECONOMIC ALTERNATIVE FORM OF TRANSPORTATION TO ITS RESIDENTS.



### SIERRA MADRE VILLA STATION

THE SIERRA MADRE VILLA STATION IS THE NORTHERN TERMINUS, OR LAST STOP, OF THE FIRST PHASE OF THE METRO GOLD LINE AND FINAL STATION ALONG THE 210 FREEWAY. THIS STATION WILL HAVE A 1,000 CAR PARKING STRUCTURE FOR TRANSIT RIDERS ON ADJACENT PROPERTY, WITH A PEDESTRIAN BRIDGE CONNECTING PASSENGERS TO THE STATION. THE SIERRA MADRE VILLA STATION WILL SERVE AS AN INTERMODAL TRANSPORTATION HUB CONNECTING TRAVELERS TO LOCAL AND REGIONAL TRANSIT SERVICES.



### AVENUE 57 STATION

THE ARCHITECTURAL DESIGN OF AVENUE 57 STATION IN HIGHLAND PARK WILL BE CAPTURED THROUGHOUT AVENUE 50 TO 61 WITH NEW PEDESTRIAN WALKWAYS, VINTAGE STREET LIGHTING, LANDSCAPING AND A CENTRAL PLAZA FOR PUBLIC GATHERINGS AND SPECIAL EVENTS. THIS STATION IS PARTICULARLY ACCESSIBLE TO NEIGHBORING RESIDENTS. VISITORS ARE WITHIN WALKING DISTANCE TO FIGUEROA BUSINESSES, THE HIGHLAND PARK RECREATION CENTER AND LIBRARY. AS AN ADDITIONAL SAFETY MEASURE, TRAINS WILL SLOW TO 20 MILES PER HOUR BETWEEN AVENUES 50 AND 60.

### UNION STATION

THE SOUTHERN TERMINUS OF THE METRO GOLD LINE IS LOCATED IN DOWNTOWN LOS ANGELES AT UNION STATION, WHICH HAS EVOLVED INTO A MAJOR TRANSPORTATION HUB FOR SOUTHERN CALIFORNIA. UNION STATION SUPPORTS THE GATEWAY TRANSIT CENTER, THE METRO RED LINE, AMTRAK AND METROLINK.



### ALLEN STATION

THE ALLEN STATION IS THE SECOND STATION IN THE MEDIAN OF THE 210 FREEWAY. THIS STATION WILL SERVE RESIDENTIAL AREAS NORTH AND SOUTH OF COLORADO BOULEVARD, AS WELL AS CALTECH AND PASADENA CITY COLLEGE. A DECORATIVE METAL ART TRELLIS AT THE STATION'S ENTRANCE ON ALLEN AVENUE REFLECTS THE GEOGRAPHY AND FLORA OF PASADENA, INCLUDING PALM TREES, DECORATIVE PINES, AND LOCAL MOUNTAINS.



### LAKE STATION

AFTER LEAVING OLD PASADENA, THE METRO GOLD LINE TRAVELS EAST THROUGH AN EXISTING RAILWAY TUNNEL SURFACING IN THE MEDIAN OF THE 210 FREEWAY. PASSENGERS WILL ACCESS THE STATION FROM THE LAKE AVENUE OVERPASS BY ELEVATOR OR STAIRS. THIS STATION WILL SERVE THE OFFICE BUILDINGS, CHURCHES, SHOPS AND RESTAURANTS IN THE AREA NEIGHBORHOODS ADJACENT TO THE LAKE AVENUE CORRIDOR.



### FRENCH AVENUE STATION

THE FRENCH STATION, LOCATED JUST OFF FIGUEROA STREET AT FRENCH AVENUE, WILL SERVE RESIDENTS OF HIGHLAND PARK, LINCOLN HEIGHTS, CYPRESS PARK AND MT. WASHINGTON. AN ADJACENT PARKING LOT WILL PROVIDE 147 PARKING SPACES AND FEATURES NEW LANDSCAPING THAT CONTINUES INTO A "POCKET PARK" JUST NORTH OF THE STATION. THE NORTHWEST LOS ANGELES COMMUNITY INFORMATION CENTER IS CURRENTLY LOCATED AT THIS SITE.





Only 10 percent complete, in 1998 the cash-strapped Metropolitan Transportation Authority (MTA) had put the metro light rail project from Los Angeles to Pasadena on hold, citing high costs and budget constraints for stopping construction. The MTA had already opened other train construction projects in the early 1990s and the money simply wasn't there for another.

Former State Senator Adam Schiff reportedly believed the MTA would not be able to complete the job because of mismanagement problems at the agency.

So, in a way, Schiff, who has since moved on to become a U.S. congressman, single-handedly got the system rolling again, pushing SB 1847 through the state legislature, which created a single purpose, joint powers authority to complete the project. With support from officials in South Pasadena, Pasadena and Los Angeles, Schiff's efforts effectively took the power away from the MTA for funding, planning and construction of the light rail system.

Neighboring cities soon became partners in the project and the Blue Line Construction Authority was born, setting the stage for trains to run along the tracks for the first time since 1994.

What appeared to be the end not long ago is back on track, under the guidance of Rick Thorpe, the Construction Authority's chief executive officer, who was hired in late 1999 after successfully building light rail lines in San Diego and Salt Lake City.

"When I first got here there seemed to be some animosity between the Construction Authority and MTA," said Thorpe, looking back on the early days of the project. "There definitely were some bitter feelings about the Construction Authority taking it over from the MTA. However, as we went along, a change in MTA leadership at some levels made quite a bit of difference in our relationship."

With a price tag of \$725.5 million, Kiewit-Washington, the project's major contractor, went to work in mid-2000 and, in the end, laid down the track, built 13 custom-designed

#### MISSION STATION

VISITORS TO THE MISSION STATION WILL PASS THROUGH THE CITY'S NEW CENTRAL PLAZA. THIS PART OF SOUTH PASADENA IS KNOWN FOR ITS UNIQUE SHOPPING, COFFEE HOUSES AND WEEKLY FARMERS' MARKET. NEW LIGHTING, BENCHES, LANDSCAPING, A CLOCK TOWER AND OTHER AMENITIES WILL MAKE TRAVELING BY LIGHT RAIL EASY AND ENJOYABLE. WITHIN WALKING DISTANCE OF THE STATION ARE THE SOUTH PASADENA PUBLIC LIBRARY, POST OFFICE AND CITY HALL. TWO STATION CANOPIES WILL SHADE PASSENGERS AS THEY BOARD THE TRAIN FROM TWO SIDE PLATFORMS.



#### FILLMORE STATION

FILLMORE STATION IS THE FIRST STATION IN PASADENA FOR TRAVELERS HEADING NORTH. A 40-FOOT DECORATIVE TOWER PAYS TRIBUTE TO THE AREA'S SCIENTIFIC INSTITUTION WITH A PROFUSION OF INTERESTING AND ENGAGING DESIGNS, TEXTURES AND ARTIFACTS RELATING TO SCIENCE AND RAIL TRANSPORTATION. THE STATION IS WITHIN WALKING DISTANCE TO SEVERAL MEDICAL CENTERS AND SERVICES INCLUDING HUNTINGTON MEMORIAL HOSPITAL. PASADENA'S ART CENTER COLLEGE OF DESIGN WILL BE BUILDING AN ADDITIONAL CAMPUS WITHIN A FEW BLOCKS OF THE STATION. AN ANTICIPATED 160 PARKING SPACES WILL BE DEDICATED TO TRANSIT USERS IN AN ADJACENT JOINT DEVELOPMENT WITH THE CITY OF PASADENA.



#### DEL MAR STATION

THIS STATION IS IN THE HEART OF OLD PASADENA AND WITHIN WALKING DISTANCE TO AN ABUNDANCE OF SHOPS, RESTAURANTS AND THEATERS. IT IS ALSO ACROSS THE STREET FROM CENTRAL PARK, THE SITE OF MANY SPECIAL EVENTS INCLUDING PASADENA'S ANNUAL JAZZ FESTIVAL. THE STATION ITSELF WILL BE SURROUNDED BY SEVERAL NEW MULTI-STORY RESIDENTIAL BUILDINGS, PART OF A LARGER "URBAN VILLAGE" CONCEPT THAT WILL INCLUDE PUBLIC PLAZA AREAS, RETAIL SHOPS AND THE RESTORATION OF THE FORMER SANTA FE DEPOT. THE PROJECT WILL ALSO PROVIDE 600 UNDERGROUND PARKING SPACES FOR RESIDENTIAL USE AND ADDITIONAL 600 SPACES FOR TRANSIT USERS.



#### SOUTHWEST MUSEUM STATION

LOCATED ON MARMION WAY AT THE BASE OF MT. WASHINGTON AND BELOW THE HISTORIC SOUTHWEST MUSEUM, THIS STATION IS ONE OF ONLY THREE "LANDMARK STATIONS" THAT INCLUDE ENHANCED ARCHITECTURAL DESIGN. THE LATE TEDDY SANDOVAL CONTRIBUTED THE ARTISTIC TREATMENTS TO THE STATION DESIGN THAT REPRESENTS AN ECLECTIC MIX OF ARCHITECTURAL STYLES REFLECTING HIGHLAND PARK AND MT. WASHINGTON HERITAGE.



stations, 29 street-level crossings, two below grade crossings, and numerous bridges before it was handed back over to the MTA in mid-May of this year.

"There was a lot of concern that we weren't going to be able to do it with the money or on time," Thorpe explained. "But, we were able to do both."

Since disappearing from the San Gabriel Valley nine years ago, train travel has now returned with what Thorpe calls the "most premiere light rail system" in the country.

The CEO anticipates ridership to hit 33,000 per day once the system is up-and-running this summer and he expects it to grow from there.

"Typically, a system will start slow, but word of mouth will spread how great it is and the ridership will build up," he explained. "My greatest fear is that it will be too successful and we won't have enough cars for all the people who want to ride it. You compare the 33,000 with the Long Beach line, which is a little longer than ours, and they are carrying 75,000 per day. I'd be hard pressed to think our system won't have the same success or even better."

Trains running between Union Station in Los Angeles to Sierra Madre Villa in east Pasadena will operate from 6 a.m. to 1 a.m. daily and run every eight minutes during weekday rush hours and from 20 to 30 minutes at non-peak periods. From end-to-end, the ride is approximately 33 minutes and a one-way fare is \$1.35.

"There's no question in my mind that this is going to be a tremendous success," said Thorpe, who makes his permanent home in Park City, Utah, but has lived on a sailboat in Marina Del Rey, going home only on weekends, while the Gold Line has been under construction. He hopes to be invited to stay on board when Phase II of the system, from Pasadena to Claremont, gets under way in the near future.

Looking back on Phase I, the nautical buff doesn't hide the fact that it wasn't always smooth sailing. There were enormous obstacles to overcome, from funding constraints,

issues with utility commissions, long meetings addressing station designs and concerns from community groups challenging the safety of at-grade crossings, especially at some major intersections, along the route. Some neighborhood groups pushed for grade separations, calling for tracks to go over bridges or below the surface in deep trenches.

"It's probably the biggest challenge I've ever faced in building a light rail project," said Thorpe, looking back on some of the struggles he faced. "We had to overcome a lot of hurdles, but overall I think we've done a good job in the end by delivering the project under budget and on schedule."

After three-and-a-half years of construction, 200 trains per day will soon start running along the same path once used by Amtrak and the Santa Fe Railway.

"It's going to be wonderful for the community, allowing people to go from Sierra Madre Villa in Pasadena to downtown LA in 33 minutes at peak hours, reading the paper or a good book while not having to deal with traffic and high parking fees," summed up Thorpe.

Driving around Los Angeles recently, the CEO recalls spending about \$60 one day at parking garages.

"If you're going downtown, you'd be crazy not to take light rail," he said. ♣



Shirley Knuth



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# Lift-off

## BIG METRO GOLD LINE TURNOUT MAKES LAUNCH BIG SUCCESS

By Cean Collier

**I**t's as good as gold, and nearly 160,000 people discovered why during the opening weekend of LA County's newest light rail system, the 13.7-mile Metro Gold Line.

The line runs along the former Atchison, Topeka and Santa Fe railroad rights-of-way between downtown Los Angeles Union Station and Sierra Madre Villa in East Pasadena, making stops in such communities equally rich in history and popular attractions as Chinatown, Cypress Park, Mount Washington, Highland Park, Lincoln Heights and Old Pasadena.

Many thought it was well worth the wait to experience the alternative to idling on gridlocked freeways. In the first year alone, the Metro Gold Line will eliminate three million car trips.

"Hopefully, the success of this new light rail line will send a message to the right people that public wants rail and will use it. I think it's a good thing," says Pasadena resident Elizabeth Miles.

First day guests came from throughout LA County.

"It's great! We have been waiting for the Gold Line for years," says San Juan

Capistrano resident Linus Tauro. "We plan on riding it on the weekends to go dining in Pasadena and the museums."

"Excellent!" exclaimed Irvine's James Borkman. "It's a great opportunity for people to see downtown in Pasadena and Los Angeles instead of sitting on the 110 Freeway. 'It's an excellent alternative.'"

Passengers were greeted at stations by an army of nearly 400 MTA volunteers who pointed them in the

"Rain or shine, commuters using the Metro Gold Line can expect to get from East Pasadena to downtown Los Angeles, and vice versa, in approximately 36 minutes without the traffic hassles of the Pasadena and 210 freeways," says CEO Roger Snoble.

Metro Rail and the growing Metro Bus system are both vital elements of a still evolving multimodal transportation system.

**“This is the next step in expanding the system so that it can handle greater numbers of people and offer faster and safer service.”** -Roger Snoble, CEO

direction of eclectic entertainment, community festivals, exhibits, food and refreshments.

There was something for everyone including a cross section of music from jazz and rock 'n' roll to mariachis and gospel, cultural dancers, puppet shows, pony rides, a petting zoo, mini-train rides, LA Dodgers batting cages, clowns, face painting, art displays, and much more.

"The Metro Gold Line is a piece of a puzzle – a piece of a system that's being developed to move people throughout the county," says MTA Deputy CEO John Catoe. "It's taken a lot of work by many people."

In 2009, the six-mile Metro Gold Line Eastside Extension is planned to provide service between Union Station and East Los Angeles.



# Going For The Gold

## NEW HISTORY IS MADE AT HISTORIC DEPOT

Gathered in a room the size of a football field where a generation once purchased tickets for transcontinental train rides, symbolic of the heyday of rail travel, nearly 500 invited guests came to dedicate the first new light rail system of the 21st century, the Metro Gold Line.

In a former Union Station ticket room which still contains original circa 1939 wooden ricket counters, below a three-story Metro Gold Line banner sat local, state and federal officials who gave a series of speeches, before filing to witness public transit history.

Minutes later, a new chapter in LA County rail history was written when a white-and-orange Metro Gold Line train descended an aerial guideway and emerged through gold smoke to break through a paper banner stretched across the track.

The entourage, which included MTA Board members and the media, then boarded the train for a victory lap to the Memorial Park Metro Rail Station but not

before being greeted by six Olympic Gold Medal winners, symbols of American achievement.

The state of California provided more than 50% of the funding for the project with the balance originating from the local transit sales tax.

"I am so proud to see the level of innovation that's taking place in this region," said Maria Contreras-Sweet, California secretary of Business, Transportation and Housing.

"The state has partnered with the local region to make sure we have connectivity, so that children can get out of their homes, walk to a local bus station that connects to rail that connects to an airport that connects to the world, and that should be the goal of any transportation system."

A beaming Leslie Rogers, regional administrator, Federal Transit Administration, surmised that the Metro Gold Line is a "continuation of a countywide, systemwide inter-modal network."

"As stewards of taxpayers' dollars this is a project we can all be rightfully proud of," said Rogers, pausing on his way to the Union Station platform. "We fully understand the density in that corridor and clearly this will serve to alleviate traffic congestion."



*Vivace Conservatory for Performing Arts students filled former ticket room with song.*



*The Metro Gold Line was dedicated in Union Station one day before the official opening.*



*CEO Roger Snoble (third from left) and Deputy CEO John Catoe (second from right) hosted Olympic Gold Medalists (L-R) Bruce Furniss, Danny Everett, John Naber, Inger Miller and Bob Seagren. Not pictured is Jeanette Bolden.*



# GoldLine Opening



*Vivace Conservatory for Performing Arts students attended dedication ceremony.*



*Keynote speaker Secretary of Business, Transportation and Housing Services Maria Contreras-Sweet.*



*CEO Roger Snoble with Gold Girl Scout Troop during the Gold Line grand opening reception.*



*"The train gives us the opportunity to enjoy the many attractions in downtown," says Patrica Dietrich, with husband Earl.*



# oments



*The crowds enjoyed the food, fun and festivities offered at Chinatown Metro Rail Station.*



*Metro Rapid buses delivered many of the people who rode Gold Line trains.*



*Conjunto Tencelomeh performed at Heritage Square/Arroyo Metro Rail Station.*



*Hundreds of beaming MTA volunteers helped celebrating riders find their way.*





# ClearChoices

## EVOLVING TRANSPORTATION SYSTEM IS MORE RECOGNIZABLE AND USEFUL

**M**TA has built and is continuing to expand a network of sophisticated interdependent and beneficial transportation systems that increasingly make it possible for people to leave their cars at home, use public transit and rideshare.

The improving inter-connected network consists of many components, including state-of-the-art busways, the 73.1-mile Metro Rail and 512-mile inter-regional Metrolink train system as well as hundreds of freeway carpool lane miles.

The network has matured greatly over the past 10 years. In 1990, the Metro Blue Line had just opened and was the only available rail service in LA County. Today, the Metro Blue Line is complemented by the Metro Red, Green and Gold lines in addition to the entire Metrolink system.

Over the next six years, as outlined in the Agency's Short-Range Transportation Plan, other important projects will be completed and further improve the system's connectivity, service and travel options.

"When you look back over the last 10 years, you realize how much our transportation system has changed," says MTA Executive Officer Jim de la Loza, Countywide Planning and Development. "Over the next several years, we will continue to develop our rail, Metro Rapid and carpool systems, providing the public with even more choices and making traveling easier."

A multi-layered Metro Network Map (see next page), soon to appear on MTA's website as an interactive feature, clearly

illustrates the linking of various network elements. The map will be updated when funding is approved for new projects.

"This is a comprehensive picture of what MTA is providing," says MTA Chief Communications Officer Matt Raymond. "It is designed to show the infrastructure that we have in place to serve the public and what we will be doing in the near future."

### METRO GOLD LINE

Plans are underway to begin construction in 2004 on expanding the highly successful Metro Gold Line six miles to East Los Angeles from Union Station. Scheduled to open in 2009, the extension will include eight new stations (two underground) and be able to carry more than 20,000 people daily. MTA will also contribute funding for preliminary engineering to extend the Metro Gold Line from Pasadena to Claremont.

### EXPO LINE

Planning for a new light rail line traveling between Culver City and Los Angeles has begun. The MTA Board's vision and intent is to eventually complete the light rail line to Santa Monica.

### METRO RAPIDWAY

The San Fernando Valley Metro Rapidway is a 14-mile landscaped busway connecting the North Hollywood Metro Rail Station and Warner Center. What makes it so unique is that it's actually an old railroad line being converted to a bus-only road for safe, rapid service. The Rapidway is currently under construction and is expected to open in 2005.

### METRO RAPID

By 2008, an additional 22 new Metro Rapid lines will open, resulting in over 450 miles of service in 34 cities and 11 unincorporated areas.

### METRO TRANSITWAY

To help alleviate congestion along portions of Wilshire and Crenshaw boulevards, and along the north/south San Fernando Valley corridor, additional bus-only lane projects are being studied. Initial improvements will be implemented by 2006 with transitway completion scheduled for after 2009.

### METROLINK

Commuters will benefit from trains and platform extensions that will allow each Metrolink train to expand from six to eight cars.

### CARPOOL LANE SYSTEM

MTA plans to add 70 lane miles of carpool lanes by 2009 resulting in the completion of 517 miles of an eventual 586-mile carpool lane system.

### FREIGHT MOVEMENT PROGRAM

Over the next several years, MTA will develop a strategic plan for addressing future goods movement growth. By working with its stakeholder partners, the freight strategic plan will identify anticipated growth in freight throughout the county, as well as strategies and programs for addressing these needs.

# StruckGold



*"We love the idea of traveling around town by train. This gives us the great opportunity to see downtown and go shopping in Old Town Pasadena."*

– Richard and Sandra Rogers  
Venice Beach residents



*"It's nice, I like it. I plan to ride the train on the weekends to take my daughter to Chinatown to eat."*

– Lee Chang  
Alhambra resident



*"I will use it to go shopping in Pasadena. It's a great way to explore another city."*

– Benzel Goodwin  
Venice Beach resident



*"Hopefully, the success of this new light rail line will send a message to the right people that the public wants rail and will use it. I think it's a good thing."*

– Elizabeth Miles  
Pasadena resident



*"It's great! We have been waiting for the Gold Line for years and I think it will be heavily used. We plan on riding it on the weekends to go dining in Pasadena and to the museums."*

– Linus Tauro and son  
San Juan Capistrano residents



*"We are really excited. It's the first time we've taken our kids on a train and visited Olvera Street. It's a nice segue to the other parts of town which we never traveled to by car and that we can now experience."*

– Jill Ackinson with husband Chris and family  
Arcadia residents



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# Multiple Tracks

## NEW RAIL CHIEF GERALD FRANCIS TAKING CARE OF BUSINESS



**E**very day, every way..." These lyrics from a Bachman Turner Overdrive tune typify the way Metro Rail General Manager Gerald Francis approaches his job: a 24/7 commitment to making sure Metro Rail remains the safest, most cost-effective and efficient rail system in the nation.

And then there's that one other preoccupation that is music to his ears: planning for the opening of the Los Angeles to Pasadena Metro Gold Line in mid-2003.

Francis, previously assistant vice president of rail operations for Dallas Area Rapid Transit (DART), was hired by MTA partly because of his 22 years of experience in starting up rail lines and developing safety programs. On the job for slightly more than a year, he has already recorded some big hits but insists an experienced and innovative staff deserves much of the credit.

"We have a lot of good people who have great ideas, who are bright and energetic," says Francis. "We're getting to know each other and we're becoming a more cohesive unit."

During his watch, patronage on the Metro Blue Line has climbed steadily and newly-lengthened platforms and the scheduling of three-car trains have sparked a jump in Metro Rail ridership.

Other Francis accomplishments include early completion of the Metro Green Line track reconstruction project at the Harbor Freeway Station, expanded service on Metro Rail and improved Metro Rail access for bicyclists.

"What, ultimately, will determine the success of our transit system is providing quality service," Francis says. "Our rail operations team has accepted the challenge of raising the bar to increase vehicle reliability."

In the past few months, Francis and his team have developed a strategic plan committed to providing quality service in the areas of safety, operations and maintenance.

Francis notes that Metro Rail operations are up to the challenge of making Metro Rail the envy of transit properties throughout the nation.

"We are at the forefront of improving the areas of customer services, reliability and innovation," says Francis.

## GLIDING ON THE GOLD



Media, elected officials and train aficionados were among the first passengers to ride on a Los Angeles to Pasadena Metro Gold Line train operated by Gwendolyn Bonville (pictured) during 1.5-mile test jaunt. The trip from South Pasadena's Mission Station to the Fillmore Station in Pasadena was completed in just under three minutes. The 13.7-mile Metro Gold Line, which will be part of the Metro Rail System that crisscrosses LA County, is expected to open in mid-2003. It will serve communities between Los Angeles and East Pasadena, including Chinatown, Highland Park, South Pasadena and Pasadena. During the testing phase, MTA's newest light rail cars are being used to test travel times and power systems.



# Simply Sensational

## VIRTUAL REALITY MOBILE THEATER MAKES LEARNING THRILLING AND FUN

Children and adults who live or attend school near the Los Angeles to Pasadena Metro Gold Line, projected to open in mid-2003, or the Metro Blue Line, will experience quite a sensation in MTA's high-tech mobile simulator beginning early this year.

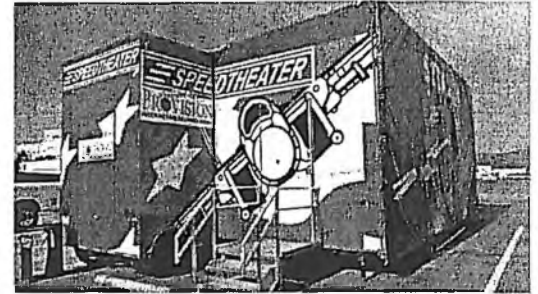
Inside the special effects-filled, 40-foot multimedia mobile theater, the public will learn the dos and don'ts of rail safety during a virtual reality train ride.

More than two times wider than a bus, the computer-controlled theater will

feature 2- and 3-dimensional video and DVD presentations, a climate control system that generates wind, vibrating stadium seats and movie theater quality sound.

Audiences will be able to experience the speed, weight and impact of a moving train, all within the confines of the theater.

Besides schools, the mobile theater also will be going to shopping centers and other locales near Metro Rail stations.



*Vibrating stadium seats inside MTA's mobile, high-tech theater, two to three times wider than a bus when expanded, will enhance the virtual train ride experience.*

## SAFETY EFFORTS RATCHETED UP ON LA-PASADENA METRO GOLD LINE



*Communications officers Carlos Valdez and Barbara Burns of the Metro Gold Line Safety Education Outreach Program discussed rail safety at San Pasqual Elementary in Pasadena.*

When the Los Angeles to Pasadena Metro Gold Line opens in mid-2003, an estimated 100,000 schoolchildren and adults will have participated in MTA's ongoing comprehensive Rail Safety Education and Outreach Program.

Before train testing began in mid-October, presentations were scheduled at all schools located close to the 13.7-mile light rail route.

"The idea is to saturate the area with our message," says Lynda Bybee, MTA deputy executive officer. "The goal is zero accidents; that's the purpose of the campaign."

Conducted by MTA staff and more than 50 volunteers trained and certified by MTA, presentations have been made to community groups as well as a full range of educational facilities, including the Los Angeles Unified School District, South Pasadena Unified, Pasadena Unified, private, parochial and adult specialty schools.

Cable television safety-themed public service announcements and commercials geared for all age groups also are being produced by MTA and could begin airing early this year.